**PROJECT GOALS**

- Enhance bike facilities
- Improve north/south flow
- Speed management/pedestrian safety
- Green Infrastructure

**INTERSECTION ALTERNATIVES**

See Intersection Alternatives board for potential intersection scenarios.

**DRAINAGE PATTERNS**

Water drop symbol indicates intersections with drainage infrastructure, providing opportunity for Bioretention Cells integrated into pedestrian bulbouts.

**PEDESTRIAN RAMPS**

Indicates pedestrian ramps needing improvements to meet ADA standards.

**CORRIDOR WIDE RESTRIPING**

Restripe street with preferred bike lane configuration.

**CORRIDOR PLAN**

**PROJECT GOALS**

Enhance bike facilities
Improve north/south flow
Speed management/pedestrian safety
Green Infrastructure
STREET ALTERNATIVES

GREENWAY OPTION 1 - BUFFERED BIKE LANE

- Dashed bike lanes denote bus access to curb
- Colored pavement through intersection provides increased visibility of bicyclists
- 3’ bike lane with buffer zones both sides
- Bioretention cells for treating stormwater

GREENWAY OPTION 2 - PROTECTED BIKE LANE

- Colored pavement through intersection provides increased visibility of bicyclists
- Bike lane transitions from curb to travel lane for increased visibility at intersection
- 3’ bike lane with 3’ buffer
- 120’ sight distance needed for driveways
- Bioretention cells for treating stormwater

PREFERRED ALTERNATIVE

- Speed table and yield lines at floating bus stop provide increased visibility for pedestrians
- Floating bus stop with shelter
- 10’ wide ramps accommodate bicycle and pedestrian traffic
- Shared land markings encourage bicyclists to “take the lane”
- Bioretention cells for treating stormwater

EXISTING PARKING 29
PROPOSED PARKING 25

EXISTING PARKING 29
PROPOSED PARKING 15
INTERSECTION ALTERNATIVES

Four-Way Stop

Pros
- Provides speed management

Cons
- Difficult to enforce bikes stopping
- Slows north south bike movement
- Air quality issues with idling cars

Roundabout

Pros
- Provides speed management
- Allows for efficient bike and auto progression through corridor
- Greater pedestrian safety with refuges, one directional flow, 15 mph speeds
- Limits air quality issues

Cons
- Expensive implementation
- Perceived as difficult for bicyclists to negotiate
Incorporate green infrastructure where feasible.

Bioretention cells: Green infrastructure uses vegetation and soil to manage runoff and stormwater on site. Curb cuts along the flowline allow stormwater collected on the street to be collected in bioretention cells. Rocks and plants in the garden create an area for the stormwater to slowly absorb and be filtered. Allowing the stormwater to soak into the ground recharges underground aquifers and fosters environmental growth.

With a dry climate and large temperature differences between summer and winter, native plants that are drought tolerant and low maintenance are needed.